

**IRF-PHDCCI Session**  
**On**  
**Fast Tracking Road Safety**  
**Saturday, 1<sup>st</sup> September 2018**

**From 09:30 hrs to 13:30 hrs**

**RECOMMENDATIONS**

**Safer Roads**

- All black spots should be removed by 2019. For removal of black spots, the engineering design for the mitigation measures should be finalized on priority. These should be implemented through running rate contracts, to be formalized by the implementing Agencies.
- Safety audit should be carried out at all stages of road development, viz, feasibility study, preliminary design, on completion of detailed design, at the construction stage and operation to minimize road fatalities. IRC:SP:88 – 2010 Manual on Road Safety Audit should be referred for carrying out the safety audits. Procedure for mandatory implementation of the recommendations of the RSAs should be put in place.
- A centralized body to monitor Incident Management System, Accident Analysis system should be constituted.
- Road safety education curriculum from class VI to Class X should be implemented by all School Boards by 2019.
- Driver licensing should be modernized with on-line application and automated driver testing systems. For better skills in driving population, driver education and testing should be through simulators with real-world driving conditions on roads.
- Road Safety campaign should be launched on the lines of anti -Tobacco Campaign through electronic media and social media.
- Good Samaritan Law should be popularized.

**Intelligent Transport System**

- Advanced incident management systems need to be developed for high speed network of National Highways and Expressways for safety of traffic operations. There should be extensive use of incident management camera for fast managing the incidents as well as controlling the violations (e.g. Contra-flow movements), which is a serious hazard in such network.

- ATIS (Advance Traffic Information System) should be implemented along all high-speed road network of SH, NH and Expressways for reporting weather and all traffic information to users through VMS. (Variable Messaging Systems).
- ITS application adopted for public transport provides maximum benefit to the populace; and therefore, all public transport systems in cities and in intercity operations should be ITS equipped, especially for passenger information system in all forms – at stops, in the vehicle and at home.
- Model ITS corridor should be built in one of the cities to develop understanding of the system and to gain experience of such a system for adoption elsewhere on a larger scale, as required for specific objectives.

### **Trauma Care**

It is established by research that life and disability can be saved for about 70% of the serious injury crash victims, with faster access to trauma care facilities.

- Capacity building at the grass root level, for first aid trauma care needs to be taken up by the Government for creating a conscious and caring community along the highways.
- Bystanders training of able-bodied persons along the highway, such as petrol pump attendants, tea stall vendors should be taken up on a mission mode.
- All commercial vehicle drivers should be trained in first aid trauma care. This training should be part of the essential requirements for a commercial vehicle license.
- For Emergency Care Health Financing, appropriate models of financing should be evolved in a time bound manner.

### **Vehicle Safety**

The vehicles driven on roads are also a key concern for overall safety in the road transport system. The modern vehicles are designed generally with all features that are required for safety in operation. In-vehicle safety features ensures the safety of the occupants in case of a crash, and therefore, these are important for safety of the road users.

- Passive safety features in vehicle, like seat belt, air-bag, ABS, etc are already mandatory requirements in almost all types of vehicles. Similarly, the ESC (Electronic Stability Control) system also should be made mandatory for avoiding crashes by loss of stability.
- For two wheelers – ABS should be fitted / retrofitted as a mandatory requirement.

- All vehicles should be fitted with Alco-Lock to check the alcohol content in blood of the driver before starting the engine of the vehicle to be driven.
- As a fast tracking solution for implementing road safety in India, a dashcam should be pre-installed in every vehicle before releasing on the roads. The camera shall have the capability to always record while driving and allowing the driver the facility to record and report any traffic rule violation that they witness while driving. Post reporting the violators should be sent an e-challan for the same. Once the payment is received, the good citizen who reported the incident should be rewarded a percentage of the fine collected.
- **Trucks & Buses to be fitted with** Front under-run Protection Device (FUPD), Side Under-run Protection Device (SUPD) and Rear Under-run Protection Device (RUPD). All existing vehicles should also be retrofitted.